wagons respectively, which would cover design loan, inspection and administrative charges of procurement.

17.2 The foreign exchange, if any, for imported components will be provided by the owner or the actual liability transferee to him at the market rate for the purchases made by I.R.

18.0 EXTENT OF PRIVATE OWNERSHIP FOR CATEGORY-II WAGONS

18.1 In respect of Category-II wagons, private ownership of wagons would have to be 100 per cent.

19.0 PATTERN OF MOVEMENT FOR CATEGORY-II WAGONS

Such wagons may operate:
(i) Within closed circuits, or
(ii) From a specific point of origin to a cluster of destinations, or
(iii) From a cluster to a specific destination

19.1 The circuits over which these wagons would operate would be mutually determined taking into account the operational feasibility of such movements.

20.0 BENEFITS ADMISSIBLE TO OWNER OF CATEGORY-II WAGONS

20.1 In the case of Category-II wagons, a lumpsum freight rate equated to a class rate would be quoted in each case for the identified movement taking into account the cost of haulage in the loaded and empty directions, terminal and marshalling operation cost, overheads and profit margin. These lumpsum rates would be subject to revision every year alongwith the annual Railway Budget exercise.

20.2 In case the owner is able to secure a load in the empty direction an additional concessional tariff would be payable for the empty direction at mutually agreed terms.

21.0 MAINTENANCE OF WAGONS FOR CATEGORY-II WAGONS

21.1 In case of Category-II wagons, while the maintenance will be the responsibility of the I.R., the maintenance charges will be determined on a case to case basis and will have to be borne by the owner.

21.2 The IR will be at liberty to make any modifications/changes on Category-II wagons which it carries out on its own wagons of similar design on mutually acceptable terms.

21.3 Any major rehabilitation/mid-life rebuild as may become necessary and is introduced for similar wagons owned by IR, will be done on the leased wagon on mutually agreed terms.

22.0 WAGONS INVOLVED IN ACCIDENTS IN CASE OF CATEGORY-II WAGONS

22.1 In case of Category-II privately owned wagons, in the event of wagons getting condemned as a result of accidents, the IR will be liable to pay the depreciated value as referred at para 15 (less the scrap value) of the wagons at the time of condemnation. The commitment for guaranteed supply will cease.

(c) to (f) The scheme is not restricted to any particular commodity. The scheme having been announced only on 8.9.1992 it has so far generated enquiries from several organisations and individuals.

स्विस फर्म एल्बी०बी० से रेल इंजनों की खरीद के संबंध में रेलवे अभिसमय समिति का विचार

419. **श्री अनन्त राम जायसवाल:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेलवे अभिसमय समिति ने स्विट्जरलैंड की एशिया ब्राउन बोवेरी (एल्बी०बी०)

कंपनी से रेल इंजन खरीदने का निषेध किया है; यदि हां, तो रेल मंत्रालय को इस आशय के आदेश कब जारी किये गये;

(ख) क्या उपर्युक्त समिति ने इस खरीद का निषेध करने के कोई कारण/आधार बताए हैं; यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या सरकार समिति द्वारा निषेध करने के बावजूद ए०बी०बी० से ही रेल इंजन खरीदेगी?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन): (क) जी नहीं,

(ख) प्रश्न नहीं उठता।

(ग) अंतिम निर्णय पर रेल मंत्रालय द्वारा विचार किया जा रहा है।

Women bus conductors in DTC

420. SHRI ASHIS SEN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of women bus conductors recruited by the Delhi Transport Corporation during the last three years, year-wise;

(b) how many of the above are still on conductor duty; and

(c) what extra facilities they are enjoying?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The number of women bus conductors recruited by DTC during the last three years is given as under:—

1989	—	21
1990	—	11
1991	—	—
TOTAL:		32

(b) All of them are still on conductor duty except two who have resigned from the service of D.T.C.

(c) They are not enjoying any extra facilities and they are performing their duty in the normal hours.

Women bus conductors in DTC

421. SHRI RAMACHANDRAN PILLAI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of women conductors on Delhi Transport Corporation buses in 1975 and in 1991 respectively;

(b) whether there is any decline in their number; and

(c) if so, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER):

(a) 1975	—	Nil
1991	—	35

(b) No, Sir.

(c) Does not arise in view of (b) above.

Modernisation and Diversification of Ports in Eastern Region

422. SHRI ASHIS SEN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any proposal is under Government's consideration for modernisation and diversification of ports in the Eastern region;

(b) if so, the details thereof; and

(c) the funds allocated for the purpose during the Eighth Five Year Plan period?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) Yes, Sir. A provision of Rs. 1873.33 crores has been made tentatively in 8th Plan 1992-97 and Rs. 298.04 crores in Annual Plan 1992-93 for development projects aiming at modernisation and diversification of major ports at Calcutta, Paradip, Vizag and Madras as per the details given below:—